

Maylandsea Spatial Growth Principles

- 1.1 Maldon District Council is currently preparing a new Local Plan. This is at the early stages and an early consultation has been undertaken, including potential growth strategies, the quantum and spatial distribution of new homes to be provided across the District. Although it is too early to say what this might mean for the Parish, the village is identified as being within the second tier of settlements across the district and thus where some form of development will likely take place. The scale of development and assessment of sites suitable to accommodate this will be determined through the Local Plan process. Until such time as that is adopted the Neighbourhood Plan has put in place a set of principles to help inform and direct any future development, such that it is best related to contribute towards sustainable development in Maylandsea and where it responds to existing conditions as illustrated in Figure 1 and discussed further below.

Location and Connectivity

- 1.2 The Parish of Mayland is broadly orientated along a north-south axis, split through the middle by the B1018 Steeple Road. Most of the existing development in the Parish is located north of Steeple Road, within a defined settlement boundary (which is shown in more detail in the set of supporting plans - see Figure 4).
- 1.3 Steeple Road is the key route into and out of the Parish, and the only route into the settlement to the north. Steeple Road therefore forms the main route for local traffic movements in the Parish, and relatively high volumes of traffic coupled with fast moving traffic make it a difficult and intimidating place to cross by those on foot or bicycle.
- 1.4 Over the past twenty years there have been twelve serious accidents on the Mayland section of Steeple Road¹. These have been concentrated at the junctions connecting to the Parish's key settlement. It forms a barrier to movement and a logical boundary to the extent of the settlement area.
- 1.5 Mayland benefits from an extensive network of Public Rights of Way which link the existing settlement area with the wider countryside and the riverfront, as well as to longer distance walking routes, including St. Peter's Way (Figure 2). This is a popular 45-mile walking route which runs through the countryside of Essex, from Chipping Ongar to the ancient chapel of St Peter-on-the-Wall at Bradwell on Sea. The network of public rights of way are shown in more detail in the set of supporting plans – see Figure 5).

¹ See <https://www.crashmap.co.uk/>

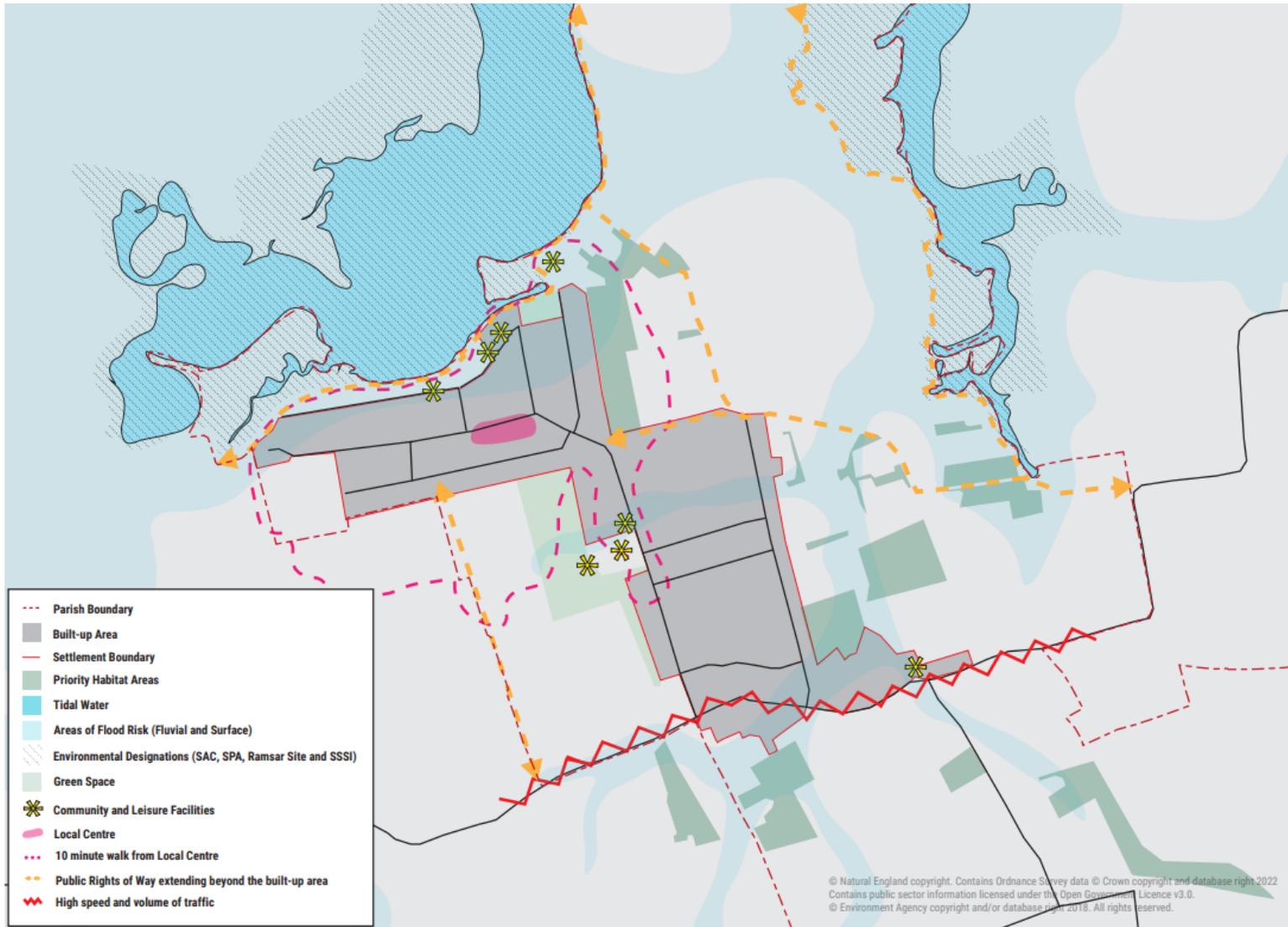


Figure 1. Concept Map showing the opportunities and constraints in Mayland which should guide future growth and development

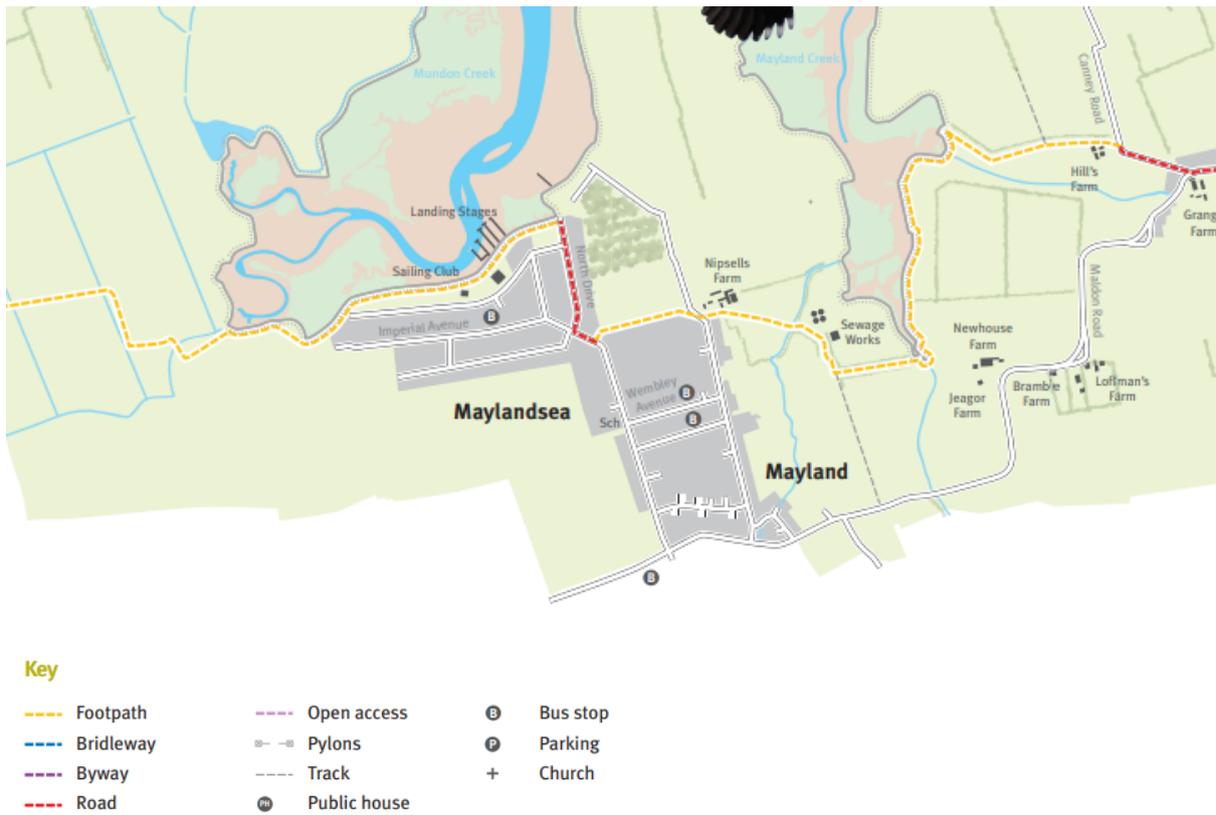


Figure 2. Map displaying the section of St. Peter's Way which passes through Maylandsea (Source: Essex County Council)

Community Infrastructure

- 1.6 The majority of Mayland's community and social facilities are located towards the north of the Parish. Facilities include:
- Maylandsea Medical Centre
 - Trinity Medical Practice
 - Lawling Park
 - Lawling Park Village Hall
 - Maylandsea Bay Sailing Club
 - Blackwater Marina
 - Harlow Sailing Club
 - Mayland Local Centre (Includes post office, local supermarkets, hairdressers, bakery, takeaway restaurants, and a pub)
 - Maylandsea Community Primary School
- 1.7 These facilities are all located within the settlement boundary of Mayland, with much of the northern part of the settlement within walking distance of the local centre. Over the past few years, and particularly since the Covid pandemic took

hold, the importance of local services and access to these for every-day needs has been recognised. The idea of the '20-minute neighbourhood' has taken root, with the Town and Country Planning Association recently publishing guidance on the concept and how it might be delivered. The key features of a 20-minute neighbourhood are illustrated in Figure 3 below, with the reference to 20-minutes based on a round-trip, i.e.: homes should ideally be within a ten minute walk of services and facilities. In short, 20-minute neighbourhoods are compact and connected places, with a range of services that meet most people's daily needs.

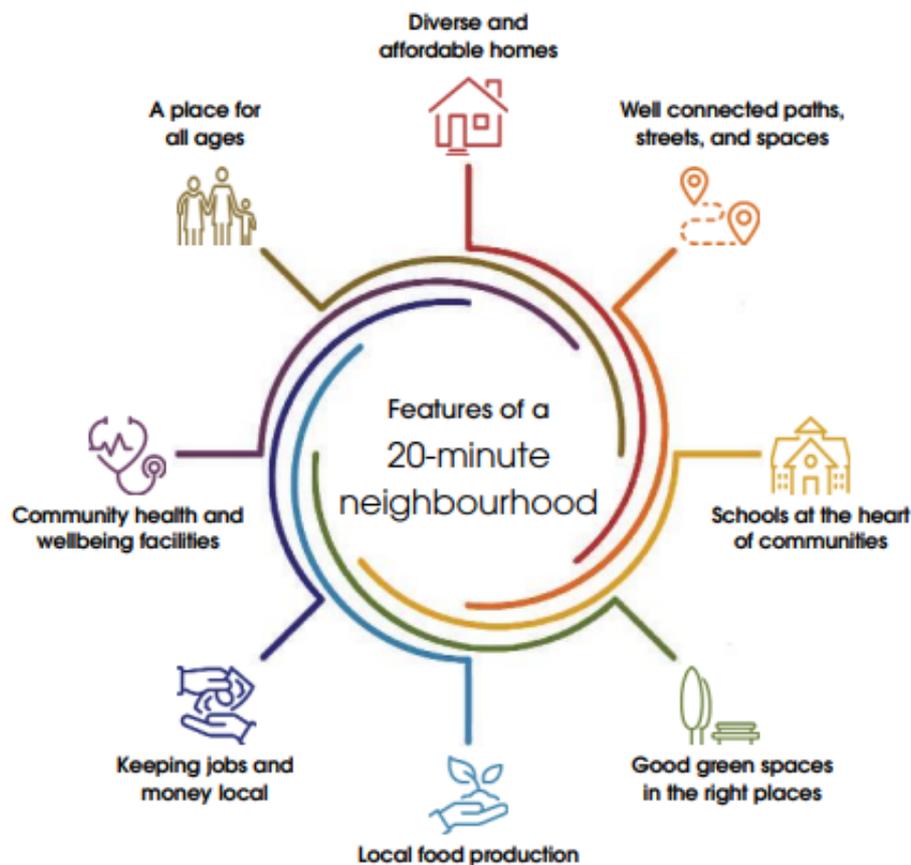


Figure 3. Features of a 20-minute neighbourhood (Source: TCPA)

- 1.8 The 20-minute neighbourhood is about creating attractive, interesting, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to the destinations that they visit and the services they need to use day to day – shopping, school, community and healthcare facilities, places of work, green spaces, and more. These places need to be easily accessible on foot, by cycle or by public transport – and accessible to everyone, whatever their budget or physical ability, without having to use a car.
- 1.9 The 20-minute neighbourhood idea is also about strengthening local economies by keeping jobs and money local and facilitating local food production to create jobs and supply affordable healthy food for all; about empowering communities to have a direct say in how their neighbourhoods change; and about doing all this

in ways that create places that meet the needs of the least healthy and the least well-off.

- 1.10 To reflect this approach to growth, development in Maylandsea should be located within walking distance of key community and social facilities, becoming a sustainable residential location whilst at the same time reinforcing local character. Walking distances to facilities should be based upon the actual street based network as opposed to as the crow flies distances, with preference given to those locations that are within the catchment of multiple facilities. It is generally accepted that able-bodied people are happy to walk between five – ten minutes to access different facilities. This equates to a distance of around 400m – 800m from the home².

Landscape and Setting / Environmental Designations

- 1.11 To the north, the Parish is bordered by Mundon Creek, Lawling Creek and Mayland Creek, which are tributaries to the River Blackwater. The northern border of the Parish benefits from high environmental value and features a series of designations, including:
- Blackwater Estuary Ramsar Site
 - Blackwater Estuary SSSI (Site of Special Scientific Interest)
 - Blackwater Estuary SPA (Special Protection Area)
 - Essex Estuaries SAC (Special Area of Conservation)
- 1.12 These are shown in more detail in the set of supporting plans (see Figure 6). The Essex coast Recreational disturbance Avoidance and Mitigation Strategy (the “Essex coast RAMS”) aims to deliver the mitigation necessary to avoid significant adverse effects from ‘in-combination’ impacts of residential development that is anticipated across Essex; thus protecting the Habitats and sites on the Essex coast from adverse effects.
- 1.13 Further inland, the Parish features a series of Priority Habitat Areas, including the locally significant Mayland Nature Reserve. Priority Habitats Areas (which are shown in more detail in the set of supporting plans - see Figure 7) include a range of semi-natural habitat types that were identified as being the most threatened and requiring conservation action. The original Priority Habitat list was created between 1995 and 1999 and revised in 2007. The Mayland Nature Reserve was previously a dense blackthorn scrub that was completely inaccessible but has now been opened up in part with paths and a central glade. There are a number of picnic benches and an information board about the site and its abundant wildlife.

² This draws on research undertaken in different countries, including that prepared by The Institution of Highways and Transportation. 2000, Guidelines for Providing Journeys on Foot.

- 1.14 These designations emphasise the important character and qualities of the Parish. Development must be sensitive to the environmental value of the area, both in terms of its location and its design.
- 1.15 Development will also need to avoid areas at risk to flooding, which is particularly pertinent for the Parish given its riverside setting. Flood risk in the parish also extends to surface water flooding. Flood risk is concentrated on the north and eastern borders of the settlement boundary, as well as surface water flood risk stretching across Steeples Road and across the settlement boundary from Nipsells Chase to Katonia Avenue (Areas of risk are shown in more detail in the set of supporting plans - see Figure 8 and 9). Development should avoid being in locations at risk of flooding.

Summary

- 1.16 The analysis undertaken indicates that any future change within the area should respond to the local character, issues and features outlined above. These include:
- Ensuring development is not located south of Steeple Road in order to maintain Maylandsea as a sustainable, compact and walkable settlement, and to reduce the risk of further traffic incidents.
 - Ensuring that future growth and development is contiguous with the existing settlement form and, where possible, maximises the reuse of previously developed land.
 - Utilising growth as a means to deliver improvements to walking and cycling conditions for local movement and access to facilities (including provision of new facilities meeting day-to-day needs and services), and reducing the speed of traffic to create safer environments for all.
 - Respecting the environmental designations of Maylandsea by limiting development within locations that could negatively impact upon Maylandsea's relationship with the natural environment.
 - Directing growth and development to sustainable locations within walking distance of key community and social facilities to help prevent a reliance on private vehicles for everyday journeys.

Policy XXX: Spatial Growth Principles

The location of future growth and development in Maylandsea should adhere to the following principles:

- Development should be located within or immediately adjacent to and contiguous with the settlement boundary:
 - Opportunities to reuse existing brownfield land should be taken in the first instance, including infill sites, vacant plots and buildings within the settlement boundary.
 - Where development is proposed outside the settlement boundary, it must be contiguous with the boundary. The use of brownfield sites outside the settlement boundary, and contiguous to it, should be utilised before greenfield sites where possible.
- Development should be located within recognised walking distance of the local centre, school and community facilities, based upon the actual street network as opposed to an 'as the crow flies distance'.
- Development sites shall retain access by foot and bicycle to the river frontage and be well connected to the rights of way network. Development should not limit connectivity with the surrounding countryside.
- Development must be able to demonstrate that vehicular access can be gained from the main street network.
- Development shall not extend the settlement boundary any further south of Steeple Road.
- Development shall avoid areas of Flood Risk 2 and 3, as well as areas at risk from surface water flooding.
- Development shall avoid areas of importance for their environmental value, including SSSIs, Ramsar sites, Special Areas of Conservation, Special Protection Areas, Priority Woodland and Coastal Habitats and Improvement Areas.

Supporting Plans: Settlement Boundary

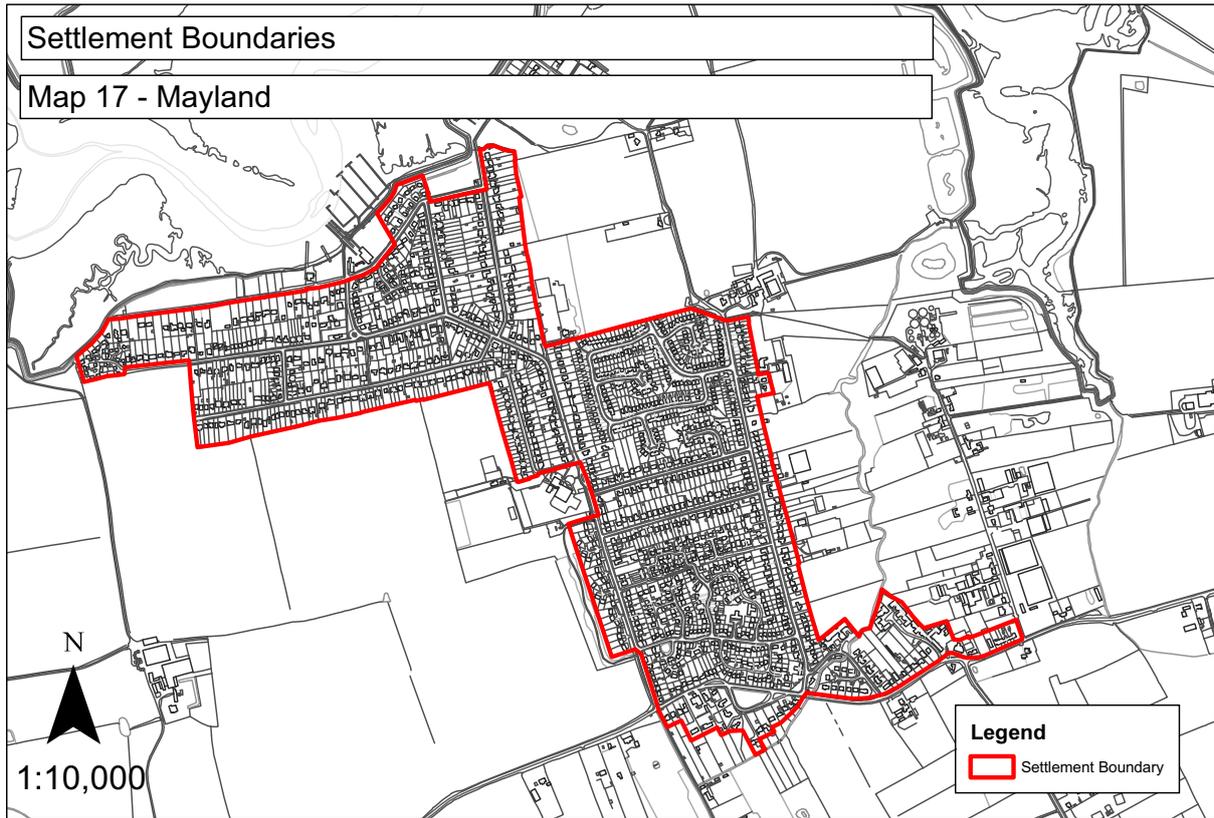


Figure 4: Settlement boundary

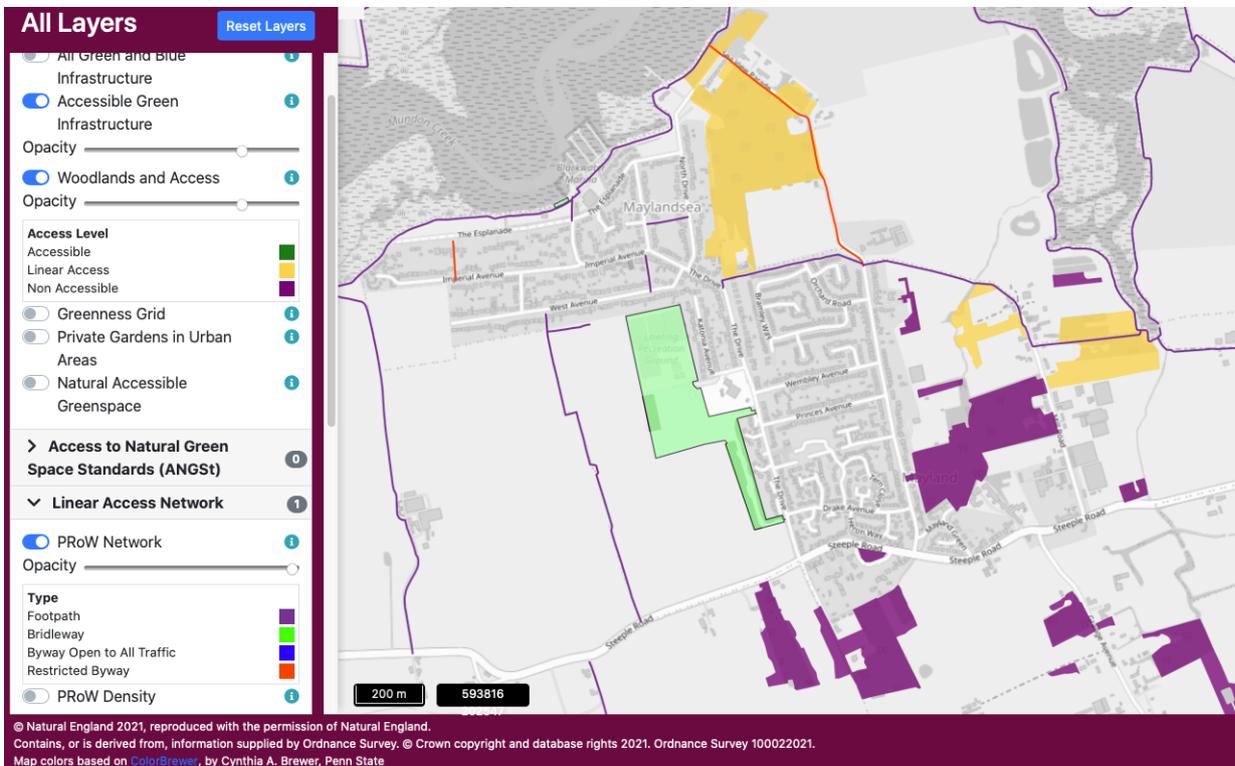


Figure 5: Areas of accessible green space, woodlands and the public rights of way network around the village. Image sourced from: <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Map.aspx>

Supporting Plans: Environmental Designations

MAGiC Designations

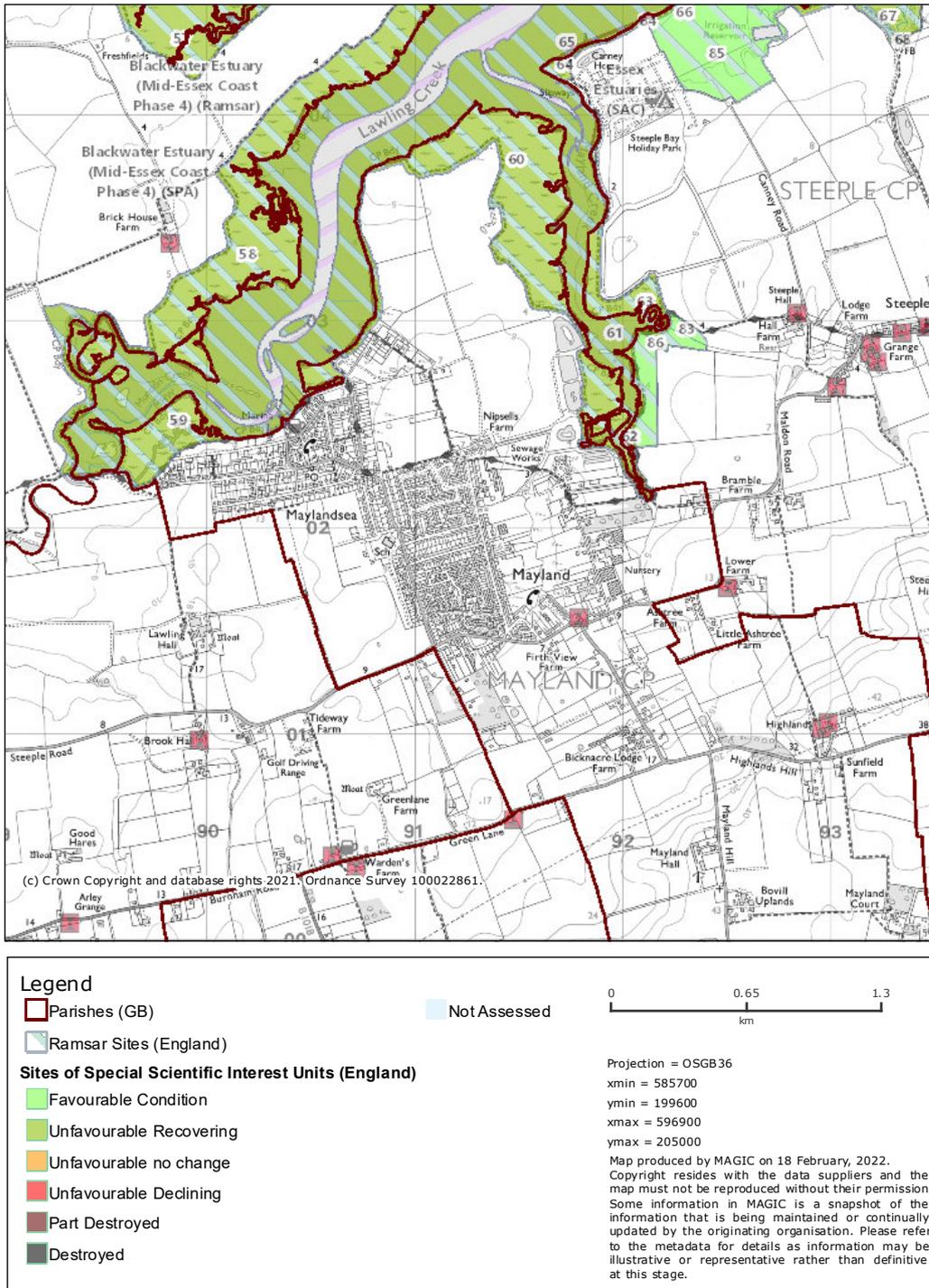
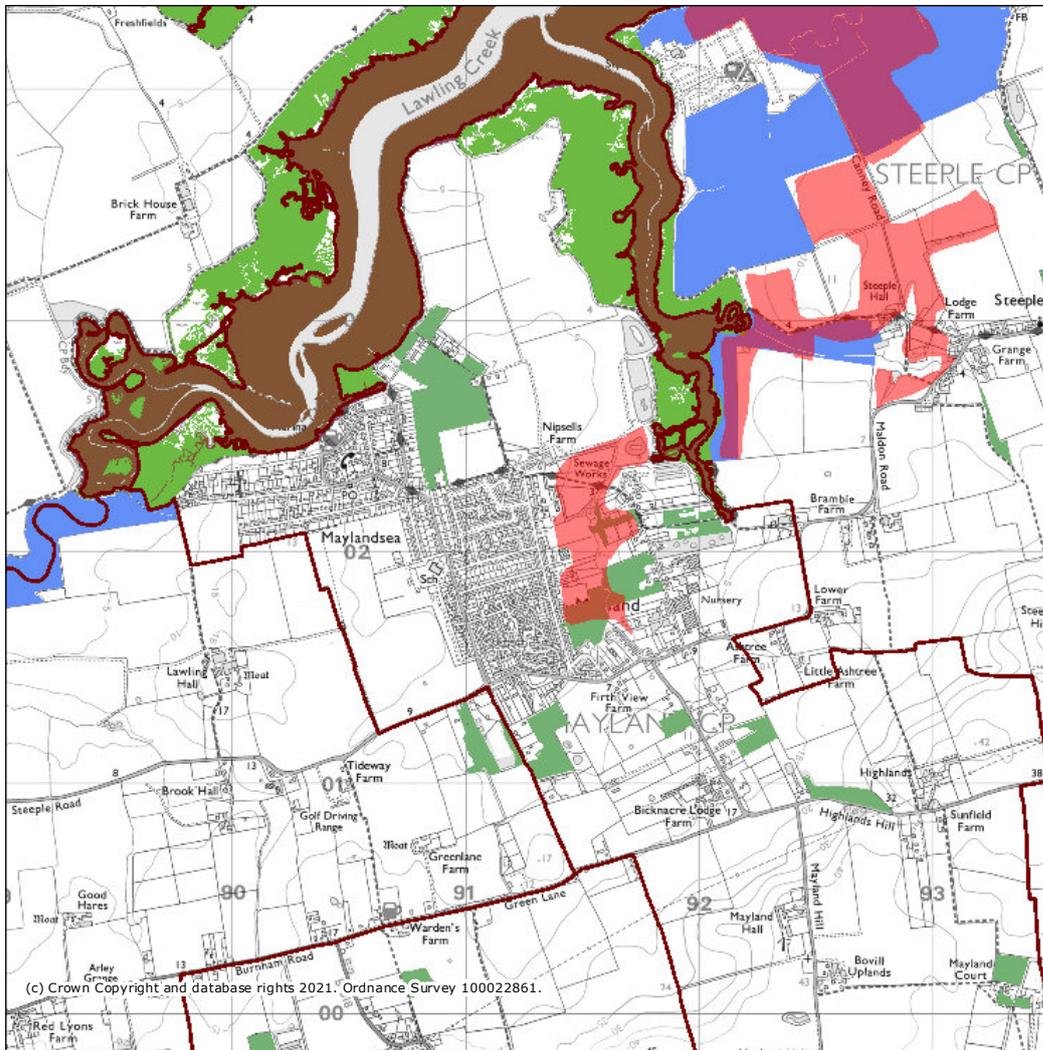


Figure 6: Environmental Designations. Image sourced from: <https://magic.defra.gov.uk/> (Note: Legend omits reference to SAC and SPA)

Supporting Plans: Priority Habitat Areas

MAGiC

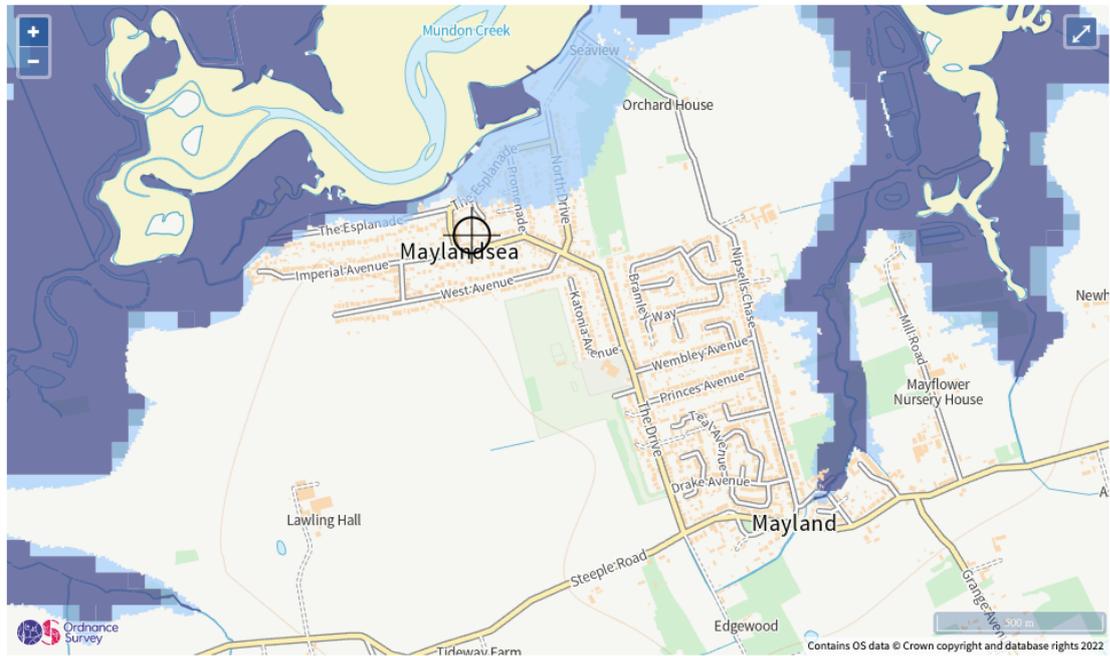
Priority Habitats



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| <ul style="list-style-type: none"> Parishes (GB) Refined Coastal and Floodplain Grazing Marsh (England) Priority Habitat Inventory - Coastal Saltmarsh (England) Priority Habitat Inventory - Mudflats (England) Priority Habitat Inventory - Coastal and Floodplain Grazing Marsh (England) Priority Habitat Inventory - Deciduous Woodland (England) | <p>Projection = OSGB36 xmin = 585700 ymin = 199200 xmax = 596900 ymax = 205000</p> <p>Map produced by MAGiC on 18 February, 2022. Copyright resides with the data suppliers and the map must not be reproduced without their permission. Some information in MAGiC is a snapshot of the information that is being maintained or continually updated by the originating organisation. Please refer to the metadata for details as information may be illustrative or representative rather than definitive at this stage.</p> |

Figure 7: Priority Habitat Areas. Image sourced from: <https://magic.defra.gov.uk/>

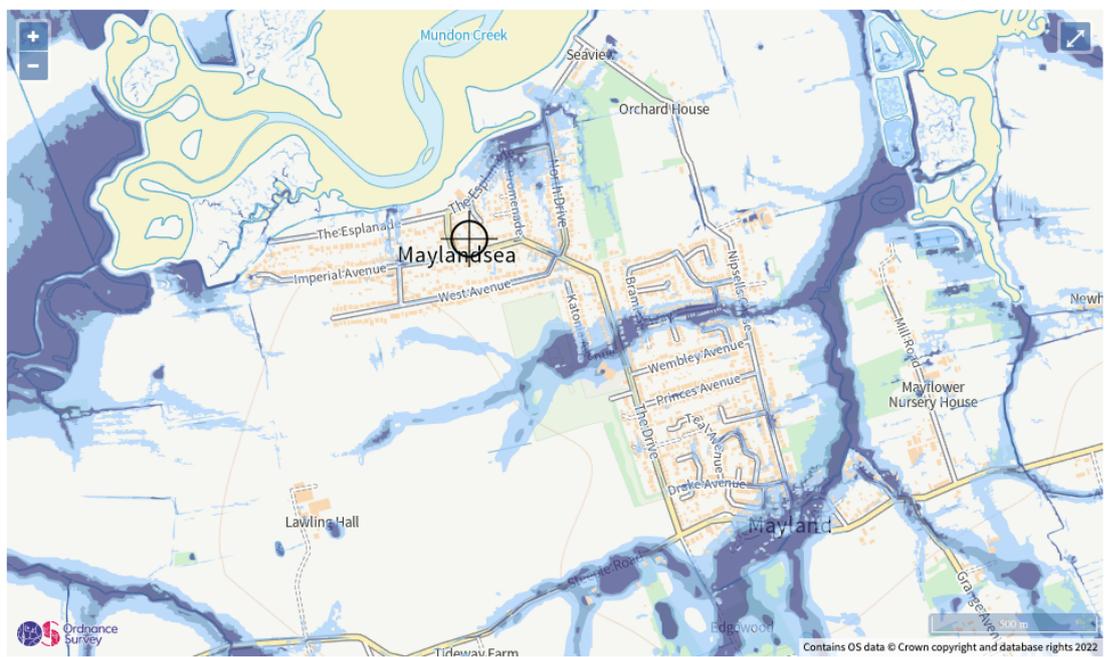
Supporting Plans: Flooding



Extent of flooding from rivers or the sea

● High ● Medium ● Low ● Very low ⊕ Location you selected

Figure 8: Extent of fluvial flood risk. Image sourced from: <https://www.gov.uk/check-long-term-flood-risk>



Extent of flooding from surface water

● High ● Medium ● Low ○ Very low ⊕ Location you selected

Figure 9: Extent of surface water flood risk. Image sourced from: <https://www.gov.uk/check-long-term-flood-risk>